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Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, TUESDAY, SEPTEMBER 2ND, 1913.

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8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. " 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 10 "
2.15 " " 5.00 " "	" " 15 "
5.00 " " 8.10 " "	" " 10 "
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11.45 " " 12.00 noon " "	" " 15 "
12.00 noon " 1.00 p.m. " "	" " 10 "
1.00 p.m. " 6.00 " "	" " 15 "
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TIME TABLE TO APRIL 30TH, 1914.

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Y 14.95	Mukden	Ar.	11.25 " "	" "	" "	" "
Y 11.50	Changchun	Lv.	11.50 " "	Tues.	Thurs.	Sun.
R 9.00	Harbin (Russian Train)	Lv.	8.00 " "	" "	" "	" "
	Harbin	Ar.	2.00 p.m.	" "	" "	" "

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R 9.00	Changchun	Ar.	9.30 " "	" "	" "	" "
Y 11.50	Mukden	Lv.	7.00 " "	" "	" "	" "
Y 14.95	Dairen	Lv.	1.50 p.m.	" "	" "	" "
Y 40.00	Shanghai (Steamer)	Lv.	10.20 " "	Thurs.	Sat.	Mon.
	Shanghai	Ar.	Forenoon	" "	" "	" "

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The Price of Possession, by the Author of "Improper Prun"	80	The Boys' Guide, by Archibald Williams, B.A.	4.00
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Hongkong, 16th April, 1913. [554]

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[22]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VROUX ROAD, LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 2ND, 1913

Mr. W. V. DRAUMOND has added to the interesting series of articles he has given to the world under the caption of "China To-Day" another, which he has contributed to the N.C. Daily News, in which he discusses the factors that make up the conditions now existing in China. In the light of recent happenings it is impossible not to share in Mr. DRAUMOND's pessimism regarding the immediate future. The high hopes of reform and progress to which the overthrow of the Manchu dynasty gave birth, both at home and abroad, have been grievously disappointed. "All the old evils that existed under the Manchu monarchy," Mr. DRAUMOND writes, "exist still, some in an exaggerated form, and the people of China, and the outside world look vainly, so far, for reform." There exists unhappily much to support this view though it could not reasonably have been expected that these evils would disappear on the dawn of the Republic as if by some magic wand. Mr. DRAUMOND declares that the officials in Peking are more anti-foreign than ever, and reject all advice from foreigners capable of and willing and anxious to help them. As an illustration, he says the officials are resisting in every way the efforts of the skilled foreign expert who has been appointed to reorganise the Salt Gabelle. "Even if sufficient pressure is brought to bear on the Government by the Foreign Powers and a pretence of acquiescence is made, then, the moment any attempt at reform is made in the salt districts, active resistance will begin on the spot with the connivance and

approval of the Government, and all attempts at improvement will be defeated." If the Central Government, after solemnly offering the revenues of the Salt Gabelle as the chief security for the international loan and binding itself to reorganise the administration of the Salt Gabelle on lines laid down in the Loan Agreement, is already showing itself hostile, then we must recognise with Mr. DRAUMOND that reform is quite impossible and the position absolutely absurd. Mr. DRAUMOND can hardly have made a statement so damaging to the honour of the Central Government without good grounds for the assertion, but it nevertheless strikes us as strange that nothing has been heard, so far, of any official action being taken in protection of the interests of the bondholders in the \$25,000,000 loan for which the revenues of a reorganised Salt Gabelle constitute the principal security. Apart from the rank dishonesty of any manifestation of hostility it is not at all obvious what the Central Government could hope to gain by imposing obstacles to a reorganisation designed primarily to ensure an increased revenue to the national treasury from the salt monopoly. Mr. DRAUMOND, however, asserts that the Central Government has two special objects in view at present. The first is to alarm the foreign Powers as much as possible as to the terrible consequences that will happen if China is allowed to become openly bankrupt, and a Debt Commission is appointed; and the second is to show that China has at present no more security to offer for further loans. "The real great object," Mr. DRAUMOND avers, "is to get the foreign Powers to agree to an increase of the Customs duties by an additional 7½ per cent. This would immediately yield an enormous increase of the revenue from the Customs, and the increase would itself furnish security for further loans to a prodigious amount. This would also, from the Chinese standpoint, have the inestimable advantage of making foreigners, that is foreign trade, provide all the extra money obtained, and the still further advantage of leaving all Chinese methods of administration free from foreign interference. The Government knows perfectly well that the foreign Powers must be made to despair of saving China from bankruptcy in any other way, as the foreign Powers and mercantile communities will be intensely averse to this enormous addition to the burdens on foreign trade. The plans are therefore being carefully and secretly made and it is high time that all foreigners in China, and in foreign countries trading with China, awoke to the impending danger of a new and crushing impost upon foreign trade, and examined the whole question with a view to concerted action before it is too late." We do not know what authority Mr. DRAUMOND has for the statement that plans of this character are being "carefully and secretly made." It is quite possible, for an increase in the Customs tariff has long been a cherished aim of the Peking Government. We do not for a moment think it likely that the Foreign Powers will acquiesce while China gives so little evidence of determination to work out her salvation on lines already agreed upon; but supposing for the sake of argument that they were to acquiesce, it is obviously a fallacy to say in one breath that the enhanced tariff would yield an enormous increase of the revenue from the Customs, and in the next to say that it is an expedient which would have the advantage of making foreigners, that is, foreign trade, provide all the extra money obtained. Surely it is the consumer who pays. If the import tax is raised 50 per cent, the extra levy will fall on the consumer; and if the export tariff is similarly raised it is fairly certain that the Customs revenue from exports would not show a proportionate increase, for its effect would certainly be to kill China's export trade in many lines. If these are the plans which the Peking Government is "carefully and secretly" preparing the sooner that the impossible character of any such scheme is made known to them the better. Ten years ago when the Mackay Treaty was under negotiation, and this very subject came up for discussion, the limits of foreign acquiescence in any such demands were clearly made known and are to be found embodied in Section VIII. of the Treaty. China will need more money, and we have no doubt it would be forthcoming from foreign investors under the guarantee of their own Governments, as in the case of the recent loan, but that guarantee is only likely to be given when all signs of hostility to reform disappear, and honest and steady effort is made by the Chinese Government and people to ensure honest and efficient administration in the revenue departments where reform is admittedly urgently required.

The French mail of the 29th July was delivered in London on the 29th August.

The English mail of the 2nd August was delivered in London on the 30th August.

The Manila Observatory reported yesterday morning a cyclone or typhoon E. of Southern Luzon moving W. or W.N.W.

A Chinese telegram from Peking states that the Ministry of Finance has decided to remit to Canton, \$8,000,000 as a note reserve.

The police have received a report from Mr. A. Dumbash, manager of Messrs. Graves, Cotton & Company, that his sheriff collected \$1,848 on Saturday morning, and then absconded.

Inspector Marison, of the Central Police Station, has been sent to hospital suffering from an injured hand, caused by a Japanese who had been arrested for being drunk and disorderly.

After a hearing of eighteen days the partnership action between Ho Chi Lam and Ho Sau Lam concluded before His Honour the Chief Justice at the Supreme Court yesterday, judgment being reserved.

Mr. W. Cameron Forbes, who has just resigned the Governor-Generalship of the Philippine Islands, leaves Manila to-day, and the Acting Governor-General (Mr. Gilbert) has declared to-day a legal holiday by way of honouring Mr. Forbes.

A stone cutter living at Cho Kwo Ling, near Yau-mat, quarrelled with his uncle, and, after striking him, kicked him severely in the stomach. The man died shortly afterwards. His assailant took boat and went away in the direction of Shaukiwan. He has not been seen since.

The return of communicable diseases for the week ending August 30th shows that there were 14 cases of bubonic plague during that period, 12 of which proved fatal. There were also five cases of cholera, all Chinese, and all fatal, as well as ten cases of enteric fever, six of which proved fatal. Two fatal cases of bubonic plague (Chinese) were reported yesterday, bringing the year's total up to 327.

Two civil actions are being brought in the Supreme Court arising out of the efforts to secure the extradition of Vicente Sotto. They are actions for an indemnity of \$500 in each case. The first action is against Mr. John B. Sawyer, American Vice-Consul, and Mr. T. Cary Welch, Assistant Executive Secretary in the Philippines; and the second is against Mr. G. E. Anderson (U.S. Consul-General) and Mr. T. Cary Welch.

INSURANCE ON THE "MATSUMA-MARU."

From Japan papers we learn that the cargo of the *Matsuma-Maru*, wrecked on her maiden voyage from England, at the Paraicos, consisted chiefly of ship construction material destined to the Mitsui Bishi Shipbuilding Yard and pig-iron destined to the Kure Naval Arsenal, and is insured for between Y. 560,000 and Y. 570,000, while the steamer is covered by the Tokyo Marine, Lloyds, and two or three other London underwriters for Y. 445,000.

THE SUPPOSED LOSS OF THE "SATSUMA-MARU."

With reference to the telegram from our Tokyo correspondent in yesterday's issue reporting that a steamer called the *Satsuma-maru* consigned to Messrs. Dodwell & Co., Ltd., is overdue at Kobe and is supposed to have foundered in the typhoon which visited Japan last week, certain information communicated to us by the Hongkong house of Messrs. Dodwell & Co. goes to show that the telegram cannot refer to their steamer *Satsuma*. This steamer left Yokohama on August 28th, arrived at Kobe on the 29th and sailed again on the 30th. There are two Japanese steamers called *Satsuma-maru* in the list, and it is possible that the reference in the telegram is to one of these, and that the association of Messrs. Dodwell & Co.'s name with the steamer is a mistake.

THE RICE EXPORT FROM SIAM.

The export of rice from the port of Bangkok during July showed a very satisfactory increase over the same month in the two previous years, as the appended figures will show:—

July 1911	27,241 piculs.
July 1912	432,500 piculs.
July 1913	1,234,568 piculs.

A SINGAPORE LOAN.

SEGREGATION FOR CHOLERA.

The Municipality of Singapore has approved the prospectus of a 4½ per cent. million dollars loan.

Dr. Fowle vigorously opposed the allocation of \$38,000 for a segregation camp for cholera contacts. He said it was not a rap of good, and all other towns in the East had abandoned the method.

THE MAGISTRACY.

ARMS AND AMMUNITION.

Before Mr. G. N. Orme, Inspector MacDonald charged a man with being in unlawful possession of a Colt revolver and 50 rounds of ammunition. The man, who said he came from Manila and was on his way to his home, was fined \$10.

DRUNK ON THE HIGHWAY.

Jose Phillip Remedios, said to be a clerk, was charged with being drunk and incapable on the public highway. Inspector MacDonald said there were previous convictions against defendant, and the complainant, on most occasions, had been his father. He was fined \$10, or in default 21 days' imprisonment.

THE THREATENING LETTER CASE.

The case again came on for hearing yesterday in which Chan Ki Piu, a student of the Canton Christian College, stands charged with sending a threatening letter to the *Hok Tin Yat Po*, a Chinese newspaper. On the defendant's name being called there was no answer. Nor was his solicitor present. Mr. P. P. J. Wodehouse (Deputy-Superintendent of Police) said he had heard that it was possible the defendant would not turn up. He asked the Magistrate (Mr. Orme) to order that the bail (\$1,000) be estreated and that a warrant be issued for his arrest. His Worship made the orders as asked.

THEFT OF A GOLF BALL.

Mr. David Wood prosecuted a Chinese for stealing a golf ball. Complainant was playing golf at Happy Valley on Saturday. He drove a long ball, and when he arrived at the spot where he expected to find the ball, it had mysteriously disappeared. Some coolies were watching the racing from the rails near by, and suddenly the complainant's caddy shouted out and seized the defendant. Mr. Wood asked the accused if he had the ball, and he replied in the negative. The ball was, however, found in the man's pocket. The Magistrate (Mr. Orme)—He might have taken it out of curiosity.—Defendant said he had been in the Colony only a few days, and was not acquainted with the law. The ball was so interesting that he picked it up. (Laughter.)—Inspector McHardy, replying to the Magistrate, said this was the first case of the kind he had had, but he mentioned that golf balls which had been used were to be seen on many pawnbrokers' stalls. They would probably pay about twenty cents for a ball like the one in Court.—Defendant was fined \$2.

THE CRICKET CLUB CONCERT.

The following is the programme of the concert to be held on the Hongkong Cricket Ground to-morrow night, at 8.15:—

- PART I.
- 1.—Selection from "The Sunshine Girl" Rubens.
 - 2.—The Band of the 2nd Batt. D.C.L.I. (By kind permission of Major Dickinson and Officers.)
 - 3.—Tenor Solo "Sweet Island of Otaheite" Gordon Temple.
 - 4.—Baritone Solo "A Song of Surrey" H. Lohr.
 - 5.—Soprano Solo "I hear you calling me" C. Marshall.

MRS. FRANK MANTLAND.

- 6.—Song—"The Lost Dog" E. A. Seaton.
- 7.—MR. S. L. WEBBER, D.C.L.I.
- 8.—Potpourri—"Melodious Memories" Fincher.

INTERVAL.

- PART II.
- 1.—Selection from "The Chieftain" Soldier Strauss.
 - 2.—The Band of the 2nd Batt. D.C.L.I.
 - 3.—Baritone and Tenor Duet "Flow gently Dora" Parry.
 - 4.—Messrs. R. E. WHITE and W. R. CAWSEY.
 - 5.—Baritone Solo "The Sergeant of the Line" W. H. Squire.
 - 6.—MR. H. L. JONES.
 - 7.—Soprano and Tenor Duet "It was the merry month of May" (From "Morris England") German.
 - 8.—MRS. HUNTER and MR. W. R. CAWSEY.
 - 9.—Song—"I wish I had some one to love me" H. Lander.
 - 10.—MR. F. SOUTER.
 - 11.—Selection from "The Girl in the Taxi" Gilbert.
 - 12.—The Band of the 2nd Batt. D.C.L.I.

Accompanists:—Miss Dorothy Gordon, Mr. L. Sandereck and Mr. George Grimble.

GOD SAVE THE KING.

EIGHT MILE GOLF TOUR.

184 STROKES OVER HEATHER AND HILLS.

Two golfers undertook to play from Maidstone to Littlestone-on-Sea, a distance of about thirty-five miles, in 2,000 strokes, but actually accomplished the feat in 1,087 strokes.

In view of this a well-known player made a bet with Mr. Neville Foster of the Ashdown Forest Golf Club, and Mr. W. Warman, of the Newton Green Golf Club, that he could not play from Forest Row to Crowborough—over woodland heather and several steep hills—a distance of about eight miles, in 350 strokes. The feat, however, was accomplished in 184 strokes, and without the loss of a single ball.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SERIOUS RIOTS IN DUBLIN.

STRIKE LEADER DEFIES THE POLICE.

LONDON, September 1st.

The riots in Dublin were continued on Saturday, and 200 people were conveyed to the hospital for injuries received. Larkin, one of the leaders who is out on bail, and who addressed the strikers on Thursday, alluding to Sir Edward Carson's attitude on Home Rule, has been in hiding since, as a warrant was out for his arrest. He took rooms at the Imperial Hotel on Saturday, disguised as a bearded old man, and suddenly stepped out on to the balcony in the afternoon and disclosed his identity. He then addressed the mob, though the meeting had been prohibited. The police entered the hotel and arrested him.

It is stated that in the police charge following Larkin's arrest old men and women, children, and worshippers going home from church were struck with the police batons.

The Mayor announces his intention of moving for an inquiry into the conduct of the police. Meanwhile the military have been called out to assist the Police in the Inchicore district, where riots have been proceeding since sundown, the crowd turning up the tram lines. Rioting is also going on in other outlying districts.

Two of those who participated in the riots on Saturday have since died in hospital.

HUNGARIA'S NEGOTIATIONS WITH TURKEY.

CONSTANTINOPLE, September 1st.

The Bulgarian delegates who have been appointed to conduct direct negotiations with Turkey in regard to Adrianople and all pending questions leave Sofia for Constantinople as soon as facilities are granted for the railway journey.

ASIATIC CHOLERA IN VIENNA.

VIENNA, September 1st.

A case of Asiatic cholera has been reported in Vienna. The patient is a merchant who recently arrived from Salonika via Serbia.

EARL'S SEAT DESTROYED.

LONDON, September 1st.

Killarney House, the seat of the Earl of Kenmare, has been burnt down. The fire is believed to have originated in a room on the top floor. Priceless art treasures were destroyed.

AMERICANS LEAVING MEXICO.

LONDON, September 1st.

A number of Americans are leaving Mexico in consequence of President Wilson's warning against their remaining.

CHINA'S DEBTS.

Information from the Ministry of Finance, says, a Peking vernacular journal, states that since the conclusion of the Quintuple loan all accumulated foreign debts have been paid out of the proceeds of the loan. Some time ago Liang Shih-yi, the Acting Minister of Finance, submitted a statement of account of debts which had fallen due, and after the President's approval the account was handed over to the Quintuple Group for payment. The items paid are as follows:—

Boxer Indemnity for 1912.....	\$2,000,000
1st Advance of the Sextuple Group.....	342,792
Interest at 7½% for above.....	3,200
2nd Advance of the Sextuple Group.....	128,558
Interest at 7½% for above.....	1,000,000
Belgian loan (1st instalment).....	18,000
Interest for above.....	250,000
Belgian loan (2nd instalment).....	1,000
Interest for above.....	400,000
Advance of the Quadruple Group.....	33,139
1st payment of interest for above.....	12,867
2nd payment of interest for above.....	1,100
3rd payment of interest for above.....	455,225
4th Advance of the Sextuple Group.....	449,324
Total.....	5,223,398

THE "GRAVE" OF W. T. STEAD.

The steamer *Frangipia*, bound from Liverpool to New York, halted on July 30th over the spot where the gigantic liner *Titanic* went down on April 14th of last year with 1,505 of her passengers and crew, the victims including Mr. W. T. Stead. From the decks of the *Frangipia* laurel wreaths made by the Stead family from boughs in the late Mr. Stead's garden were cast upon the sea while the ship's band played "Nearer, my God, to Thee" and 1,500 men and women with bowed heads looked on.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE CABLE RATES.

AN APPRECIABLE REDUCTION.

TOKYO, September 1st.

An agreement was made effective to-day, whereby an appreciable reduction is made in the cable rates from Japan to all parts, America and Russia excepted.

THE PEKING SYNDICATE.

In the House of Commons on the 29th July.

Mr. S. MacNeill asked the Secretary of State for Foreign Affairs whether the Peking Syndicate, although a British company, was controlled abroad; and whether His Majesty's Government had received any allegations with reference to the treatment of the labourers in the mines of this syndicate.

Sir E. Grey: I am aware that the syndicate is largely representative of foreign capital and interests, but as I understand that half the board of directors, including the chairman, are British subjects, I presume that the syndicate cannot properly be described as controlled abroad. Allegations of the nature referred to in the second part of the question have reached His Majesty's Government and have formed the subject of correspondence with the representatives of the syndicate. The reply of the latter is now under consideration. At the same time I must point out that the allegations respecting the treatment of labourers consist of a statement that there is preventable loss of life because the European staff employed is too small to exercise proper supervision and not sufficiently experienced. It is impossible for me, in addition to the ordinary work of the Foreign Office, to undertake in the case of British companies all over the world outside British Dominions the detailed work of expert investigation and control that is exercised by the Home Office in the case of mines in Great Britain.

Mr. MacNeill was understood to ask whether the right hon. gentleman had seen from the Parliamentary Committee's report that there was no desire on the part of the officials to convey to the Foreign Office information of these atrocities and no particular desire on behalf of the Foreign Office to investigate them.

Sir E. Grey: I do not admit that to be the case. I have pointed out that this is not at all a case like the Putnamay atrocities. An exceptional case of that kind, which involves slavery and brutality, is quite different from a case where it is a question of the preventable loss of lives owing to inexperienced people being employed in the mines. You cannot put that on all fours with the Putnamay case.

NOT AN ENGLISHMAN'S HEAD.

PEKING, August 27th.

With reference to the recent report from Taitai that an Englishman's head had been brought to this place by some natives, the British Consul in reply to a telegram from the British Legation in Peking, reports that the head was brought across the Mekong in April last. The natives bringing it said it belonged to an Englishman, one of twelve killed in a border engagement.

It appears that a small engagement occurred in April on the Burma frontier, in which one Indian trooper was killed, but no Englishman. It is therefore thought that the head belonged to this Indian. The natives eventually brought the head to Taitai T'ai, who asked why it was brought and advised that it should be buried, which was done.—Reuter.

SEIZURE OF ARMS BY CUSTOMS.

PEKING, August 27th.

A Chinese Government despatch to the Foreign Legations voices the Government's intention to seize all arms and ammunition entering China without the Government's sanction, which treaties permit, and also, its intention to utilize men-of-war in discovering smuggling entering China at points where the Maritime Customs have no function.

It is understood that some Legations are objecting to the Government's proposals, while others are not answering the despatch, because treaties provide for certain procedure in the event of contraband goods entering China in foreign ships. Some objection is expressed, also, in connection with the Government's procedure, which apparently ignores the Maritime Customs.—Reuter.

SELF-EFFACING ENGLISH.

GERMAN PRAISE FOR "A PRIVATE CITIZEN."

"A classic exhibition of the nobility of the race of a freeman" is the eulogy of the *Frankfurter Zeitung*, the chief organ of the German financial and industrial classes, on the response of the British nation to *The Times* Crystal Palace appeal. The generosity of "A Private Citizen," who gave £20,000, especially evokes the *Frankfurter Zeitung's* enthusiasm. The journal says this gift of £20,000, from one person for the simple purpose of creating a people's playground without hope of a title, without having so much as a street named after him, without even giving the newspapers a chance to mention his name, a fortune given away exclusively because of the worthiness of the cause, that it must be said, is more than anything to which Germans are accustomed. The recent monarchism of Germany does not love such self-effacement. One's merit is only hallmarked when it is officially stamped.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, August 5th.
THE SAN FRANCISCO EXHIBITION.
Quite a storm in a teacup has been raised by the decision of the British Government not to participate in the great exposition that is to open next year in San Francisco to commemorate the opening of the Panama Canal. Immediately that decision was made known our boisterous American confreres of the pen set to work to lash up summer surf by declaring that behind the decision lay irritation because the United States desired to impose tolls on British shipping passing through the Canal. An uneasy conscience probably actuated the suggestion, for the vast majority of Americans in their hearts realise that America is acting in violation of a former agreement with us. However, the simple explanation of the conclusion comes to be the Commercial Bureau of the British Foreign Office was that in view of the numerous international exhibitions of late years and the distance and cost of freight in the case of San Francisco it would be impossible to induce a sufficient number of British firms to exhibit in a manner that would be adequately representative of our trade and industry. The trade with San Francisco is relatively small and very few manufacturers indeed consider it worth the expense to display their wares in California. Moreover, there is a feeling that the agreement reached in Berlin among European exhibitors recently not to participate in international shows more than once in three years should be adhered to. Ghent has taken the lead this year and so San Francisco has to fall out. It was hoped at the Foreign Office, I was personally informed by one of the secretaries there, to send a small official exhibit, but that also was ruled out on the ground of expense. It must be borne in mind, however, that several of our dominions overseas, especially those with a Pacific border, are exhibiting. Among them is Malaya, which will show a big assortment of plantation rubber, regardless of the fact that the great rubber markets are in Europe and the nearest rubber factory of any consequence is thousands of miles across the continent. It is to be hoped that their participation there will not prevent them from showing of their best at the rubber exhibition in London next year. In fact there will be an overplus of exhibitions, for there is to be the Dutch rubber exhibition in Batavia as well as those in America and London. In defence of London it must, however, be stated that the date for it was fixed two years ago, so the organisers cannot be accused of unfair competition.

JAPAN AND THE PANAMA CANAL.

Lancashire men agree with the report prepared for the Japanese Government, which states that the opening of the Panama Canal will increase the imports of raw cotton from the United States to Japan and decrease the demand for the Indian raw material. From that it is expected that Japan will be able to deliver still cheaper cotton goods on the Indian market, though the present cut freights between Kobe and Calcutta are not likely to be maintained. A similar development is looked for in regard to the supply of manufactured Japanese cottons to the China market and in the Pacific Islands. Shipping men also anticipate a big change in the direction of direct trading between Japan and the Atlantic coast of South America. At present the goods come as a rule to London or Liverpool by way of Suez and are then forwarded to Brazil, the Argentine and the other republics. The principal British and German shipowners are to hold a conference on the new situation ere long, probably in Hamburg. The organisers have sent a number of questions to the American Government as to the regulations to be imposed on Canal shipping and the replies to these questions will be discussed at the conference. The main object of the gathering will be to avoid rate-cutting by the new route.

THE EMPIRE MARKETS.

While I am on the subject of shipping, I may remark that a statement drawn up by the Manchester Chamber of Commerce showing the advantages foreign traders enjoy over British exporters in shipping to Empire markets may be expected to bear fruit. The matter has been referred to the Royal Commission on the Trade and Resources of the Empire, of which Sir Edgar Vincent is chairman. I am informed that the Commission views the matter as one of the utmost importance and will obtain further evidence thereon. To this end the Board of Trade, through the Consular service and trade commissioners, will make reports and the whole situation of empire trade as affected by differential freight rates will be investigated.

SMOKING BY SOLDIERS.

To those in the know there was an amusing scene at Farnborough the other day, when Colonel Seely, the Secretary for War, and Sir Douglas Haig, the

local general officer, inspected the army aeroplanes. The men on duty could scarcely refrain from smiling in the face of their superior officer, for the War Secretary was puffing away at a cigarette accompanied by the very officer who issued an order recently prohibiting the men under him from smoking while on duty. There has been a good deal of heart-burning about this prohibition, especially as for many years during long route marches and other hard phases of military duty the soldiers have been allowed to cheer themselves with a cigarette. In several brigades, however, this has now been forbidden, the army surgeons having reported that cigarettes engender heart trouble. It is recalled that the Duke of Wellington in 1845 issued an army order enjoining "officers commanding regiments to prevent smoking in the mess rooms, as it occasions drinking and tipping by those who acquire the habit." Nowadays the opinion is just the other way, for it has been found that smoking has done much to abolish long sittings over the bottle. Perhaps the authorities are just as far wrong in this new order.

THE CULT OF CHRISTIAN SCIENCE.

It may be that we shall, in fact, soon grow sceptical of all medical diets, for the cult of Christian Science is growing apace in these islands. There are three very large churches and quite a number of hired halls in London devoted to the faith-healing sect. One of the churches recently cost £20,000 to erect, but that is but a small item in the expenditures, for a very large number of the supporters of the movement are wealthy. In addition to London, the Christian Science movement has established itself in Manchester, Darlington, Edinburgh and Leeds, and the chief organisers of it claim to have in their ranks a remarkable number of M.P.s. and army and navy officers.

THE MEDICAL CONGRESS.

Nevertheless, great interest is being taken in the deliberations of thousands of the world's doctors in London. One of the notable delegates is from China, Dr. Wu Lien Teh, who considers that China has much to fear from tuberculosis of all diseases. It so happens that the National Association for the Prevention of Consumption is also meeting in London and the Premier gave at the opening session some figures that may be of interest to those who are concerned about the ravages of the white plague among Orientals. Mr. Asquith said: "I am told by the Local Government Board that out of every ten deaths from all causes one is due to this disease. And the greatest loss is in the working years of life. Between the ages of 30 and 45 one out of every three deaths from all cause is due to pulmonary tuberculosis." He went on to say that the toll was being decreased. In the ten years from 1871 to 1880 the average annual deaths in England and Wales from all forms of tuberculosis numbered 70,000. In 1911 they had fallen to 53,000. "Allowing for the increase in population, the number of deaths in 1911, had the death rate of 1871 to 1880 continued, would have been about 103,000. Therefore 50,000 lives were saved in the course of a single year." Mr. Asquith attributes part of this improvement to better social conditions, especially housing, and the betterment of sanitation and habits of personal cleanliness. He concluded that to wipe out the scourge there must be co-operation and co-ordination of science, philanthropy and government. Several English, Continental and American doctors testified to the power of tuberculin in the treatment of the disease. Professor Sims Woodhead, however, pointed out that tuberculin was an agent of enormous power and subtlety, but under certain conditions it might be as great a power for evil as for good if used indiscriminately and unintelligently. Professor Bernebeck of Neuchatel said he had proved that tuberculin inoculated into a normal guinea pig often augmented its resistance to a later inoculation with tubercle bacilli, and from this he drew the idea that preventive treatment might be instituted in children who were brought in contact with tuberculous parents, or in persons in a situation favourable to infection.

THE CHANCELLOR OF THE EXCHEQUER.

The wife of a great Conservative peer said recently that she would walk barefoot from York to London if it would get Lloyd-George out of office. The remark shows how intense is the animosity with which the Chancellor is regarded. He goes from one extreme to another, as though to justify his course and his last speech, breathing the words of the existence of the House of Lords, was delivered with power of vituperation. I learned that the next task of the Cabinet will be to complete their plans for the shattering of the Upper Chamber as soon as politicians are once more gathered in London after the vacation. The reforming the Lords, so the plans for before the Commons next session in us

finished a state as is compatible with procedure by resolution. Not long ago the preface of a Unionist handbook said the Government seemed to have forgotten the promise given in the preamble to the Parliament Act. But the truth is some of the Cabinet have had the matter in mind all along and the proposals were before the Ministers in the rough as much as a year ago. In the interval the conclusions have been narrowed down and the scheme is now in a state that will facilitate consideration.

YACHTING AT COWES.

King Edward would have been delighted had he been alive to see the victory of the Royal yacht *Britannia* at Cowes yesterday, for he had a great affection for the famous racing cutter. She is in fact the same vessel that was built by the celebrated naval architect, Mr. G. L. Watson, in 1893, when King Edward's racing colours first came into prominence in the yachting world. Of course she has been constantly overhauled since then, and it is a proof of her condition that she was able to lead the racing at Cowes, with the Queen and Princess Mary on board. It is often a subject for comment that the Royal family use the yacht *Victoria and Albert* so seldom. But the reason is that the Queen is not a good sailor and even the sight of a calm sea gives her qualms. Queen Alexandra, on the other hand, is very happy when on the water and some of the pleasantest hours of her life have been spent on the Royal Yacht, especially when visiting the shores of Denmark and Norway. The Duke and Duchess of Connaught, by the way, accompanied by Princess Patricia of Connaught, are to cruise in the Baltic in the next week or two and it is expected they will pay a private visit to the German Emperor and Empress. The Kaiser and the Duke have many interests in common and have always maintained a cordial friendship. The visit really hinges on the health of the Duchess, who is recuperating after her recent severe operation. After the Baltic cruise they will cross to Aberfeldie Castle, where they will be the guests of the King for some Scotch shooting. They were invited to stay at Balmoral, but they preferred to have their own abode, so Aberfeldie was placed at their disposal.

MURDER OF A JAPANESE IN IRELAND.

The Irish do not apparently take kindly to Japanese labour. An inquest was held on Saturday at Clifton Lodge, Athboy, County Meath, into the death of a Japanese servant, Sanoti Konishi, who had been missing for a week and whose body was found in a ditch half a mile from the lodge. It is supposed that some enemy lay in ambush and shot him as he passed, for he received the full charge in his forehead. Fifty shot holes were found in the body and the doctors declared it was not a case of suicide. There is no clue to the murderer.

THE CHANNEL TUNNEL.

With the opening of a fine August there has been a record rush to the seaside and to foreign resorts. To those with a fear of a bad Channel crossing the news has come with satisfaction that the question of a Channel tunnel is to come up again with renewed force. The advocates of the tunnel are now convinced that they have national support in the changed conditions resulting from the entente cordiale. The Prime Minister is receiving a deputation on the subject this week and a petition in favour of the scheme has been signed by members of all parties.

THE MILITARY STRENGTH OF EUROPE.

Perhaps the increased military strength of our Gallic neighbours will be cited as a further guarantee against hostile invasion by means of the tunnel, quite apart from any measures to prevent surprises. The passage of the Three Years' Bill, though it has met with strong opposition in French circles, should do much to re-establish the equilibrium upset by German military increases. The new law will give France 820,000 men next year. Germany will have 870,000. Reckoning the English forces at 165,000 and the Russian at 1,050,000 this represents a total for the Triple Entente of 2,035,000. On the other hand the Triple Alliance has a million and a half men, making about half a million less than the Triple Entente.

There is a quarter of a million more in the sea the million per in favour of the Triple Entente but be forgotten the fact that the Franco-Germans STATION.

SINGAPORE said last month, in a question to the Government, that a foreign risk that the Empire station in Eastern of the British might interfere with the position in the East. The use of the word "interfere" was complete. Similar risks in the East. The distance between the stations is a number of miles. The interference between the stations would be mislead.

THE HONGKONG UNIVERSITY.

PROFESSOR SMITH'S ACTIVITIES AT HOME.

We take from a Walsall paper the following extract from a report of the proceedings at a meeting of the Chamber of Commerce in that city:—

The President said they were favoured that afternoon with the presence of Professor Middleton Smith, Dean of the Faculty of Engineering at the University recently erected in Hongkong, and he believed he would have something interesting to say to them.

Professor Smith thanked the President and the members of the Chamber for the opportunity afforded him of bringing before them a little news of what was happening in the Far East. As they knew, Hongkong was a British possession, and it was probably one of the most remarkable places on earth. He would like to give them an idea of what had happened there under the British flag. Seventy years ago the island of Hongkong was a granite rock at the mouth of the Canton River, inhabited by about forty Chinese pirates. To-day it was the largest port in the world, the shipping being much greater than that going into the Port of London. That had been due, he thought, to two causes. First and foremost was the fact that the Union Jack had been floating on the Peak, as they called it, during those seventy years; but further than that, it had a very remarkable geographical position. Situated at the mouth of the great Canton River it was now the distributing centre for the whole of the Eastern hemisphere. It was not a manufacturing centre, but was very largely concerned with shipping and distribution. At the present moment in China there was going on a tremendous struggle, chiefly between three nations—America, Germany, and Japan. He, of course, spoke principally of the class of work in which he was practically interested—engineering, and anything connected with metallurgy for mining. In engineering, it was an absolute fact—and he had figures which could be quite easily checked—that the trade in this country was doing was nothing like proportionate to the trade of other countries compared with what was happening twenty years ago. They might give reasons for that, and the people there also had their opinions. He had seen directors and representatives of 150 firms since he had been in this country, and he had had the privilege of meeting Chambers of Commerce, bodies such as the China Association, and various engineering institutions. Some of those people told him they were so busy with orders for Canada and other parts of the world that they did not very much want the China trade. That might be so, but he would ask them to look a little further ahead, and be sure they were always going to be as busy as they were at the present moment. (Hear, hear.)

Some told him that he had come at a most inopportune time, because they were so full of orders. He hoped times of prosperity it was wise to look into the future. He wanted them to be particularly interested in what they were trying to do out there in behalf of the British trader and manufacturer. He had come simply as a missionary of trade, and if he might so put it, as a missionary of Empire. Why did they start this? Well, they had taken a leaf out of the books of their trade rivals. Some eight or ten years ago the Americans were clever and cute enough to see that if they could get hold of Young China, take them over to America, and train them in their institutions, their political and economic sympathies would be American. They were the first to realise that fact, and at the present moment large numbers of the Germans were going to America. The Germans also saw that, and they went a step further. They said that the most important direction in which to train these Chinese was technically. Their idea was that if they were trained to think in millimetres instead of inches, and in German instead of the English language, it was inevitable, when they got back to their own country and drew up contracts for telephone services, railways, and other great engineering projects, it was inevitable that they would draw them up in German standards. In Japan at the present time they would find that the whole of the engineering work was being done in the English language and in English standards, while the Japanese doctor could only speak German. What was the reason of that? When Japan started this scientific work, the Government sent to this country for engineers and to Germany for doctors and chemists. The extraordinary thing was that for all time the language of engineering in Japan would be English and the language of chemistry and medicine would be German. The great point was as to what was going to be the language in China in commerce in the past it had been the queer language called "pidgin" English—what was going to be the language of politics, and chiefly, what was to be the language of trade among the educated classes, and what their sympathies? The first, he thought, must have got the help of America; but what were the Chinese trade sympathies? This scheme of definite training in applied science work and commercial subjects, in which he was connected, was proposed three years ago by the Government, and one merchant was so much struck with the possibilities of such a scheme that he had persuaded the buildings at a cost of £40,000. He was a merchant who had flourished under the British flag, and he showed his gratitude in that way. The next thing that happened was that a Scotchman went out there—and in the East nearly all the Englishmen were Scotchmen—(laughter)—the heads of departments, at any rate. Curiously enough, his name was John Scott—(laughter)—but he did not come from Walsall, but London, and originally from the Clyde. He realised that this scheme was going to be a big thing from an Empire point of view, and he came down with another £40,000 to start the thing going. Other firms had helped, each according to its ability, and the scheme

had been taken up with great enthusiasm by everyone out there, because it had been a way of showing there was life in the Old Country yet. He went out in September to organise the engineering work, and he found when he got there that there was very little modern work being done, and he had to do the best he could. He appealed to home firms here in this way: "The Chinese had subscribed £110,000 to this institution—(hear, hear)—and he had asked home firms to fit out an engineering department at a cost of £15,000, with machinery made in this country. He was in the happy position of being able to tell them that day that they had done it—(hear, hear)—for they had obtained machinery worth certainly £12,000, and probably more. He had also persuaded the shipping companies in London to carry out the freight free of cost, they wanted to increase the trade with the Far East, and they knew they were not dealing with anything vague. Prof. Smith went on to say that when he visited firms, as he had done that of Mr. Hemming, he looked round and considered what he could ask for, and sometimes he saw nothing suitable in the way of equipment; but if they could do nothing else, it was always easy to sign cheques—(laughter)—or to remember them in their wills. (Renewed laughter.) He wanted them to remember that their object out there was to stimulate British trade. He might mention that they had been immensely cheered by one firm here, and he should never forget the fact that the Walsall Electrical Company was one of the first firms to answer his appeal and help in a very definite way. They were among the first on the list, which now comprised over 150 firms. Everyone he had seen in this country had been sympathetic. He wished what was being done out there to be known, and they would only be pleased to accept suggestions.

In reply to Mr. Dewsbury, Professor Smith stated that the rock of Hongkong was about half the size of the Isle of Wight, but since the Boxer trouble, they had taken over 90 square miles of the mainland opposite, and they now had command of the roadstead. Answering another question, he said they did not accept anything they could not use. One firm kindly offered to supply the complete paper-making plant of a newspaper, but that would have taken up about half his available floor space. (Laughter.)

Mr. T. A. Smith asked to what use the machinery was to be put, and whether the Chinese were to be taught to use it.

Professor Smith said it would be put to two uses. The building was a very beautiful one, and could be seen by those on board the ships which came into the roadsteads. Everyone, of whatever nationality, inquired what it was, and they got a large number of visitors. His idea was to use the place to a great extent as an exhibition; and, further than that, to use the machinery to instruct the students. They were taught to handle it, and they got to know the name-plates particularly. (Laughter.) Of course, those who sent out equipment must not expect to be at once submerged with orders. They advertised to the fullest extent they could, but it was pioneer work. Professor Smith referred to the fact that a new telephone system was to be installed in Canton.

Mr. Hawkins—It is to be hoped the telephone system will be better than it is in Walsall. (Laughter.)

Mr. Rathbone referred to the instability of the Government of China.

Professor Smith pointed out that China's 400 millions population constituted a quarter of the inhabitants of the globe. The bulk of them were Cantonese, who had two qualities. In the first place, they wanted to make money, and, secondly, they were extraordinarily industrious, working from sunrise to sunset and Sundays and week-days. Talk of an industrial Yellow Peril was unsound. The Cantonese were going to develop their country, and though Governments came and went, the work of engineering in China would go on. The Chinese had transformed the Straits Settlements. The battleship which the Malay States was really given by the Chinese who had made the Straits Settlements. They realised what had happened in Japan, and nothing would keep them back. They realised, too, that there was money in it, and that was the driving force. (Applause.)

In reply to Mr. Hurst, the speaker added that they would certainly require small castings. They would have a list of donors in the University, and everything possible would be done to make the names known.

The President, proposing a vote of thanks to Professor Smith, said he hoped the response to his appeal from Walsall would be very gratifying.

Mr. Hemming, in seconding, said he was one of the few who had had the privilege of a visit from Professor Smith, and he would like to say how grateful he was to him for giving them an hour of his time that morning. One thing which struck him was that Professor Smith knew what he was talking about; it was not often they found men of theory quite so practical. So long as the country had men like Professor Smith at the head of concerns like the universities, so long, he thought, would the business of this country thrive and prosper. (Applause.)

The resolution was carried amid applause. Professor Smith, responding, said that out in Hongkong they were very proud of the Old Country—(hear, hear)—and they would do everything possible to further the interests of the British trader. (Applause.)

An invitation was extended to members interested in the engineering and metal industries to take tea with Professor Smith, and many availed themselves of the opportunity.

The British Army Council issued a notification at the beginning of the month that, in consequence of the unrest in China, applications from officers to visit China could not be sanctioned.

KING'S STRANGE EXPERIENCE.

ANXIOUS MOMENT AT COVENT GARDEN OPERA.

The visit of the King to Covent Garden on July 22nd was attended by an extraordinary incident. There was a very brilliant audience, and there was not a vacant square foot anywhere. The King and Queen came to hear Mme. Melba in "Romeo and Juliette" (which had not been heard since 1911). The Queen, the Duke of Connaught, Princess Victoria, and Princess Alexander of Teck were in the royal box and the King in the omnibus box below. It was in the course of the performance, and for a moment it gave rise to uneasiness. A gentleman was observed to make his way along the gangway in front of the pit-tier boxes and to stop by the Omnibus Box and look straight at the King. A gentleman from the stalls and some of the attendants soon persuaded him to move on, and after the fall of the curtain he left the house without demur at the request of the officials. Those who were close to him at the time noticed that he had a black cross painted or pinned on to the front of his shirt. It was also discovered that he had arrived at the Opera House in morning dress before the beginning of the performance, but on being told that he could not be admitted he had returned home to dress.

AN ELABORATE HOAX.

Even the records of the mid-Victorian age—that palmy era of the practical joker—show nothing to equal the hoax alleged to have been perpetrated on the War Office. The hoaxer is said to have impressed Colonel Seely and his officials with a story of a wireless device to cut off the ignition of an aeroplane and stop its engines in mid-air, that a hangar and military aeroplane were put at his disposal. The feelings of the department when the "wireless" appliances turned out to be a box of sand are of the order to be imagined than described order.

INTIMATIONS

RED RASH ON FACE
ITCHED AND BURNED

Face Covered With White-headed Pimples. Caused Much Pain. Used Cuticura Soap and Ointment. Within Few Days Face Clear.

22, Midway St., Plymouth, Eng.—"The first sign of my skin trouble was a lot of red rash which came out on my face and at night would itch and burn and I was bound to scratch the places, and after a little while my face was covered with white-headed pimples, which caused me much pain at night. This lasted two or three months. All this time I had been trying different remedies which did not take much effect and so I thought I would try some Cuticura Soap and Ointment which I did and after a few weeks nearly all the pimples were gone, the burning and itching was stopped, and within a few days my face was clear. I still use Cuticura Soap and have not had any signs of my more pimples yet, and I give all the praise to Cuticura." (Signed) F. Whitcomb, Apr. 10, 1912.

Cuticura Soap is best for skin and hair because of its extreme purity, delicate yet effective emollient properties and refreshing fragrance. It wears to a water and gives comfort and satisfaction every moment of its use, for toilet, bath and nursery. Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney; N. S. W.; Lennon, Ltd., Cape Town; Muller, Macken & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston; U. S. A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

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[41]

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G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 13th August, 1913. [21

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For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [19

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A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [13]

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THE AMERICAN MAIL.

The P.M. str. *Persia* left Yokohama Sunday, between 2 and 4 p.m., for Hongkong via Manila. The United States mail has been transferred to the str. *Empress of Russia*, arriving at Hongkong on the 1st September, at 9 a.m.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 23rd August, and may be expected here on or about the 15th September.

The E. & A. str. *Eastern* left Sydney for this port on the 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on the 20th September.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver on the 27th August, p.m., and is due to arrive at Hongkong on the 18th September.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Ludwig*, carrying the German mails, with dates from Berlin of the 6th August, left Singapore on the 30th August, at 9 a.m., and may be expected here on or about the 3rd September, at 9 a.m.

MERCHANT STEAMERS.

The Russian str. *Peter Berg* left Shanghai on the 26th August for this port, and is due to arrive here to-day.

The A.L. str. *Vorwarts* left Shanghai for this port on the 29th August, and will arrive here on the 2nd September.

The I.G.M. str. *Buckoo* left Shanghai on the 31st August, at 5 a.m., and may be expected here on or about the 2nd September, at about 4 p.m.

The P. & O. str. *Nile* left Singapore for this port on the 30th August, at 8 a.m., and is due here on the 4th September, at about 7 a.m.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 28th August, and is expected here on the 5th September.

The Mogul Line str. *Montrose*, from Glasgow, Liverpool and Straits, left Singapore on the 29th August, and is due here on or about the 5th September.

The Danish str. *Frøen*, left Vladivostok on the 29th August, and may be expected here on or about the 5th September.

The N.Y.K. str. *Ranpon Maru* (Bombay Line) left Bombay for this port via ports on the 20th August, and is expected here on the 6th September.

The N.Y.K. str. *Kitano Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th August, and is expected here on the 8th September.

The N.Y.K. str. *Tango Maru* (European Line) left Colombo for this port via Singapore on the 28th August, and is expected here on the 10th September.

The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 20th August, and is expected to arrive here on or about the 13th September.

The N.Y.K. str. *Tosa Maru* (Cebu Line) left Cebu for this port via ports on the 20th August, and is expected here on the 14th September.

The N.Y.K. str. *Sada Maru* (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. *Buyo Maru* left Manzanillo for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 20th August, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Gothenburg on the 16th August, and is expected to arrive here on or about the 30th September.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Yuenning, from Manila, is due in Hongkong 2nd September.

Kuangsing, from Moji, is due in Hongkong 2nd September.

Hanquang, from Shanghai, is due in Hongkong 5th September.

SHIRE LINE, LIMITED.

Harpalyce, from Moji, is due in Hongkong 3rd September.

Radnorshire, from London, is due in Hongkong 9th September.

Den of Glamis, from London, is due in Hongkong 10th September.

INDRA LINE, LIMITED.

Indrani, passed the Canal on 15th August, is due in Hongkong 10th September.

THE CROWN COLONIES.

COLONIAL SECRETARY ON THEIR PRODUCTIVENESS.

When the Colonial Office Vote was taken in Committee of Supply, on the 31st ult., Mr. Harcourt gave a long review of the progress of the Crown Colonies regarding the production and export of raw materials during the past seven years.

He bristled with figures and smart sayings. Touching rubber, for example: "From early youth to ripe old age it comforts and alleviates our progress through life." Nyassaland was a new and interesting contributor of tea; "From personal experience I can guarantee its qualities and recommend its consumption." Speaking of oil production within the Empire, he mentioned that both the quality and value of mineral oil exported from the Straits Settlements had been fairly constant during the last seven years. Talking of sugar, again, he pointed out that from our Eastern Colonies—Straits Settlements, Federated Malay States, and Mauritius—the value of the export was fairly stationary, though the quantity had increased. Ceylon and the Straits Settlements had increased their export of tobacco from £380,000 to £780,000 in value. In rubber, which was subject to the fluctuations of market gambles, it would be prudent to test the progress of our Colonies rather by price, from the point of view of production the progress of our rubber-producing regions had been abundantly satisfactory. The West Indies, British Guiana, and Honduras seemed well suited to the production of rubber, but the greater cost of labour there as compared with the East might affect their ultimate success. Their export in pounds had grown from 27,000 to 29,000, but this was no true test of their future, as there had been in the last few years a large experimental planting of trees, none of which had yet reached the tappable age. In West Africa the production maintained a fair average in quantity and price. The rubber production of Uganda had been mainly from the wild tree (*Funtumia elastica*). As this became exhausted systematic planting of Perit and other varieties had to be resorted to, and these had not yet come into bearing. And in addition the principal rubber areas, up to now, had been near the shores of Lake Victoria, and when this was discovered to be a "fly area" for sleeping sickness prevention, the commercial aspect of that region were gravely impaired. Nyassaland was much more promising in this respect. Its export in pounds had risen from 18,000 to 48,000. Wild rubber—principally of the *Landolphia* species—was diminishing by exhaustion, but plantation rubber, though extensive in area, was not yet sufficient mature for export. The East Africa Protectorate had managed to maintain a fair average exportation. It was, however, in Ceylon and the Malay Peninsula that the great development of this production had taken place. From Ceylon and the Malay Peninsula in 1905 the exports were 6,000,000 lbs., in 1912 they were 51,000,000 lbs. The value was, in 1905, £265,000, in 1912 £13,700,000. With rubber should be included gutta-percha from the Malay Peninsula, where the export had grown in value by 50 per cent., and balata from British Guiana, a substitute for gutta-percha, obtained from the seeds of *Mimusops globosa*. The export of this material had grown in value from £40,000 to £140,000 in six years.

Glancing at the minerals of the Crown Colonies, he said that in the Malay Peninsula the production of tin in the Malay Peninsula showed an increase in the value of its export from £15,000,000 to £21,000,000. Iron, in small, and almost stationary quantities, came from the Straits Settlements, and from the Malay Peninsula. Manganese, which now came to us in increasing quantities from the Malay Peninsula, Wolfram or tungsten was the essential base of the new metal filament lamps, which have revolutionised electric lighting. Speaking of tea, he said the tea of Ceylon, famous the world over, had increased its export from 170,000,000 lbs. to 186,000,000 lbs., and the export from the Straits Settlements had increased from 3,500,000 lbs. to 5,500,000 lbs. Mr. Harcourt concluded by remarking that the figures he had given showed how great and growing was our capacity for production. This wonderful growth in quantity, value, and quality was largely the result of the patient and painstaking work of men both in aid of the Colonial Service, whose special duty it was to supervise and improve the circumstances of production. As to the chemical and commercial work of the Imperial Institute, great changes had taken place in its organisation, and increased activities in the last few years. It used to be regarded by the public as nothing but the home of show-cases. It was known to-day, at all events among the mercantile community, as a busy hive of scientific inquiry all over our Dominions. He believed that it had an assured future of even greater utility, and he warmly commended its work to the appreciation of the public at home and abroad. (Cheers.)

Mr. Mitchell-Thomson thought the time was coming when they ought to do something towards developing a college of tropical agriculture, not only for the purpose of training men in the best methods of production in tropical countries, but of acting as the tropical research department of some institution in this country.

Mr. Harcourt, replying to various points raised in the course of the debate, said he sympathised with the proposal for the establishment of a college of tropical agriculture, but it must not be assumed that that sympathy carried with it financial assistance. (Laughter.) He was quite sure that scientific inquiry into tropical agriculture had added greatly to the prosperity of tropical islands. With regard to indentured labour, nothing could give more satisfaction than the steps which had been taken by the Indian Government with his full concurrence. The Government of India were sending out an unofficial Indian gentleman of position, who was going round the Colonies in which indentured labour was employed to inquire into the whole circumstances of labour. He would report direct to the Indian Government, and they should

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be better able to judge as to our position and what our duties were to the indentured labourers who came from India than we had been hitherto.

Mr. Outhwaite withdrew his motion for the reduction of the vote, which was then carried by 273 to 76.

THE RESIGNATION OF THE GOVERNOR OF THE PHILIPPINES.

The cable messages received at the Ayuntamiento, Manila, from Washington relating to the resignation of Governor-General Forbes have been given out for publication in Manila. They are as follows:—

Washington, August 23rd.

Harrison confirmed August 21st. The President desires him to sail September 10th. Will it be convenient to have your resignation accepted September 1st. Harrison to accept and take oath of office September 2nd. The President desires to meet your convenience. Should Harrison take linen, silver, glass, china and automobiles. What else would you suggest? Wife and children will accompany him. Please engage for him servants you leave.

Washington, August 15th.

The President has written to you to-day as follows:—

"My dear Governor Forbes—I have appreciated your willingness to remain as Governor General of the Philippine Islands until I might with deliberation select your successor. I realize the amount of excellent work which you have done in the Islands both as Secretary of Commerce and Police and as Governor General and I desire to thank you for your faithful and careful service. It is my desire that your successor should if possible reach the Philippine Islands before October 16th and I therefore accept your resignation to take effect September 1st from the service.—Yours, Woodrow Wilson."

Mr. Forbes has made the following statement concerning the manner of his relief from the Governor Generalship:—

"I have no complaint to make of my treatment at the hands of President Wilson.

"While the manner of my notification that my services were no longer wanted lacked somewhat in formality, I feel certain no offence was intended, nor have I taken any.

"The President is a very busy man, with many cares and anxieties, and details of this sort are usually left to subordinates. It is improbable that he or Mr. Harrison even had cognizance of the matter."

THE COTTON IMPORTS OF THE PHILIPPINES.

"Manufacture of cotton are responsible for more than half of the increase of \$446,615 previously referred to as representing the difference in the value of imports other than rice for the past two years," says Colonel McCoy, insular collector of customs, in his annual report for 1912.

"After the heavy importation of 1910 and 1911 which resulted of some extent in overstocking, imports of cotton goods fell off in the year 1912 over a million dollars. During the past year, however, imports have increased to a figure \$2,237,043 greater than in the year 1912, and \$1,782,821 above the value for 1911, the highest previous record; and this increase is centred in the shipments from the United States which were valued at \$6,827,082 in 1913 compared with \$4,143,067 in 1912. Next to rice cotton goods form the most important element in the consuming markets of the Philippines.

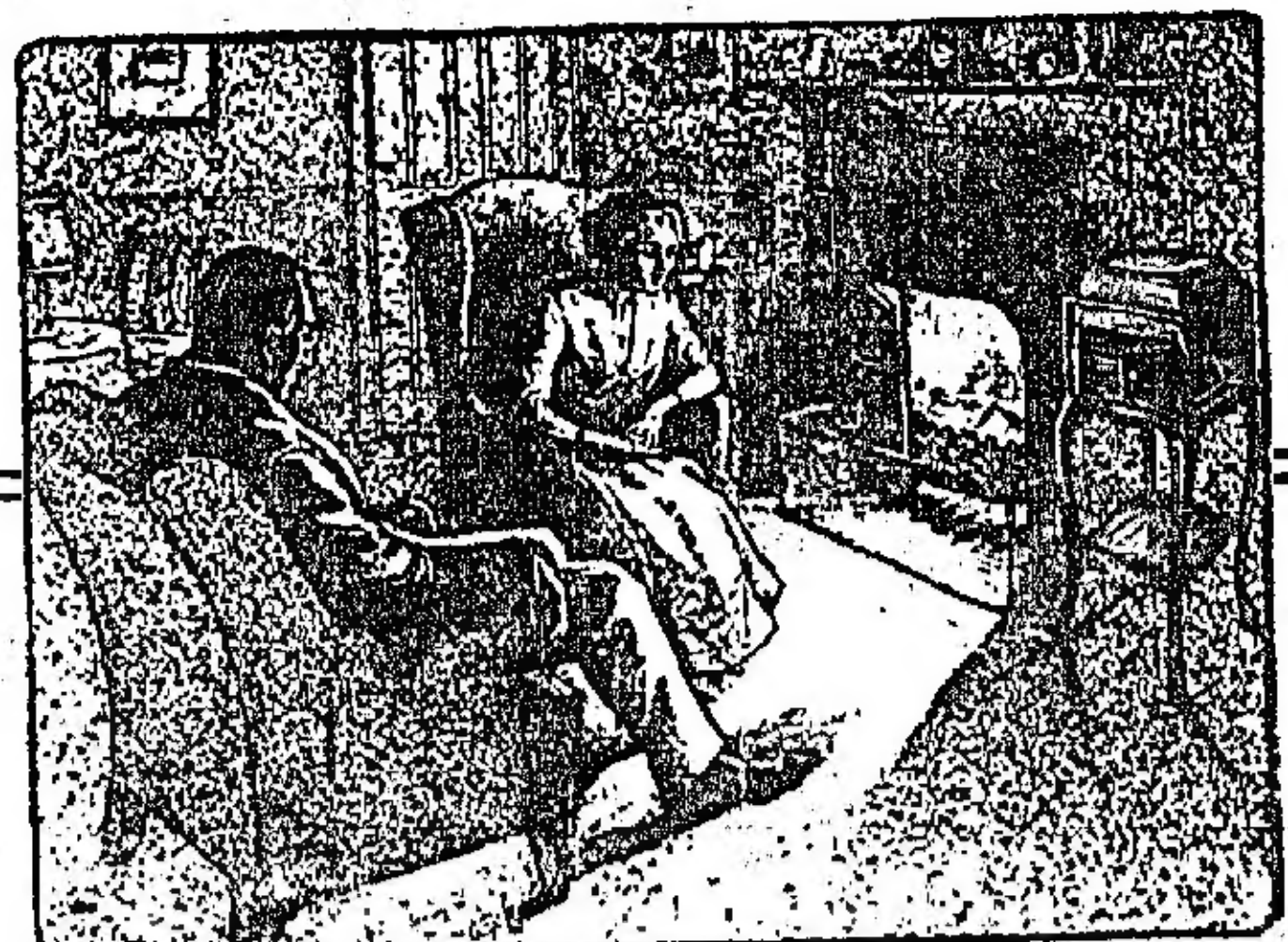
From a proportion of slightly over 5 per cent. of the total trade in manufactures of cotton in 1904, the American product supplies 59 per cent. of the present total demand. This development has, of course, been fostered by the free entry provisions of the Philippine Tariff Law of 1909.

Formerly more than half of the cotton goods imported into the Philippine Islands came from the United Kingdom, but the figures for the year 1913 show a proportion of only 30 per cent. from that source. Japan had increased her shipments during the fiscal year 1912 by a value of \$327,449, but during the past year the volume of imports of this class from that country dropped back to approximately the same figure as for 1911.

CHRISTIANS.

A traveller, who believed himself to be a survivor of a shipwreck upon a cannibal island, hid for three days, in terror of his life (says the *Liverpool Daily Post*). Driven out by hunger, he discovered a thin wisp of smoke rising from a clump of bushes inland, and crawled carefully to study the type of savages about it. Just as he reached the clump he heard a voice say: "Why in—did you play that card?" He dropped on his knees, and, devoutly raising his hands, cried, "Thank God, they are Christians."

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Sept., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th August, 1913. [1011]

"GLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

"GLENLOGAN"

Captain Jas. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 5th Sept., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 29th August, 1913. [1023]

S.S. "MAGELLAN"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Sidan" and "Bague", from Havre ex s.s. "Bague" and from Bordeaux ex s.s. "Villo d'Arres" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after 4th Sept. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Sept., or they will not be recognized.

All damaged packages will be examined on 4th Sept., at 3 P.M.

No Fire Insurance has been effected.

S. C. de BUSSETIERE, Acting Agent.

Hongkong, 29th August, 1913. [2]

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA"

Capt. H. Robor, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Sept., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Hong Ring" from Holmstrand.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 27th August, 1913. [1017]

TRADE AND COMMERCE.

HONGKONG MARKET.

The following extracts are from the fortnightly Report of the General Chamber of Commerce, dated August 30th:—

COTTON PRICE GOODS.

Since we last wrote there has been a distinct improvement in our market especially as regards clearances. There has been a certain amount of enquiry and sales are reported of 8 1/2 lbs. Grey Shirtings, 10 lbs. Grey Shirtings, 8 1/2 lbs. T. Cloths and some small parcels of White Shirtings. All old chops, Mid-American Cotton has advanced to 6.81d. for spot and 6.44d. for October-November. In consequence of this rise in the price of the raw material and a good demand from India the Manchester market is firm and cloth prices are advancing.

FANCY COTTON GOODS.

Although no sales are reported from first hands cargo is moving freely. The recent political troubles have been followed by heavy floods all along the West River and the native Banks are acting with the greatest caution as regards credits. Until confidence is completely restored we cannot expect new business.

COTTON YARN.

In sympathy with the improved political situation in the South clearances are better but still leave much to be desired. A fair volume of business has been transacted and values appreciated about \$1 all round and in a few instances for 10s about 82 per bale. Quotations are:—No. 10s at \$103 to \$128, No. 12s at \$110 to \$129, No. 16s at \$123 to \$140, No. 20s at \$126 to \$150. Arrivals 10,000 bales. Sales 9,000 bales. Shipments nil. Bargains 64,000 bales. Unsold stock 28,000 bales.

WOOLLENS.

Market still devoid of new business. It is, however, expected that the approaching cold season will enable present stocks to go into consumption and normal business should be resumed in the spring of 1914.

RAW COTTONS.

"No change" is the only comment under this heading.

OPUM.

The market for Bengali opium has been active and prices have advanced to \$5.225 for New, \$5.050 for Old, and \$4.050 for very Old Patna; Benares at \$4.075 for New, \$4.800 for 2 years and \$4.700 for 3 years Old. Malwa—A large business has been transacted at a further advance in prices. The quotations were:—New to 4 years at \$3.900; 5/6 years at \$3.075; Old at \$4.075; Persian no market locally. The stocks on 28th August were:—1,687 chests Patna, 806 chests Benares, 1,242 chests Malwa and 588 chests Persian. The quantities exported and consumed during the fortnight were 112 chests Patna, 56 Benares, and 195 Malwa. The stocks of unrefined opium were on the 28th August 117 Patna and 62 Benares. During the period 25 chests were reported.

A table shows that the total exports for July amounted to 731 chests (including 180 chests of unrefined opium).

METALS.

Fifty tons of square flat round bar iron were sold. Business continues dull, dealers apparently being unwilling to commit themselves further, until some of the accumulated stocks have been worked off. Tinplates 2,000 boxes have been reported sold at 13/9 per box cif. Yellow metal is quiet.

PETROLEUM PRODUCTS.

Prices advanced 5 cents per unit in all grades of oil. Demand is increasing and market stronger.

COALS.

No sales of importance are reported.

SUGAR.

Improved political outlook and the near approach of the mid-autumn festival account for heavy transactions in Browns of all descriptions for Northern ports, and White Javans for Canton. Hongkong Helms, more movement. The sales comprised 174,500 casks.

SALTPEPER.

Sales amounted to 200 bags. Stock amounts to 4,000 bags and the market is quiet.

FLOUR.

American Market.—A few small sales are reported, but general buying from the larger mills has not yet commenced. Market is very firm and freights show no signs of giving way.

Australian Market.—Prices are firm, and no sales have been possible.

Local Market.—The demand from Coast Ports has continued and the Canton Delta is once more drawing supplies but the prices obtained are still very low. There is very little more flour to arrive before the new crop is put on the market and with better clearances during the past fortnight, stocks have been considerably reduced, now standing at about 1,250,000 sacks.

GENERAL EXPORTS.

In feathers the market is unchanged. The ginger market is quiet; Galangal, quiet; Cassia oil market neglected and prices declining in consequence of the absence of demand. For aniseed oil the market is strong, and some transactions are reported at \$381 to \$390. There is no demand for star aniseed at present market rates; nor is there any demand for wood oil. Very little business has been done in soy and no sales of human hair are reported, and the same of bristles. Reports of tin and matting are not to hand.

PASSED THE CANAL.

August 28th—Kintuck, Nile, Stentor.
August 29th—Benarig, Diomed, Indian, Prince Ludwig, Sunda, Titau, Kish.
August 30th—Indram, Oanfa, Socotra, Tampo Maru, Wray Castle, Den of Glamis, Paul Leat.

August 31st—Machau.
August 22nd—Athens, Bayern, Ernest Simons, Glenstrac, Sardinia, Sithonia Yeddo, Demodocou.
August 23rd—Annam, Almark, Indrakula.
August 24th—Atsuta Maru, Canton, Kamo Maru, Siam, York, Gneisau, Ischia.

ARRIVALS AT HOME.

August 29th—Ernest Simons.

"Gentlemen, look at this evidence!"

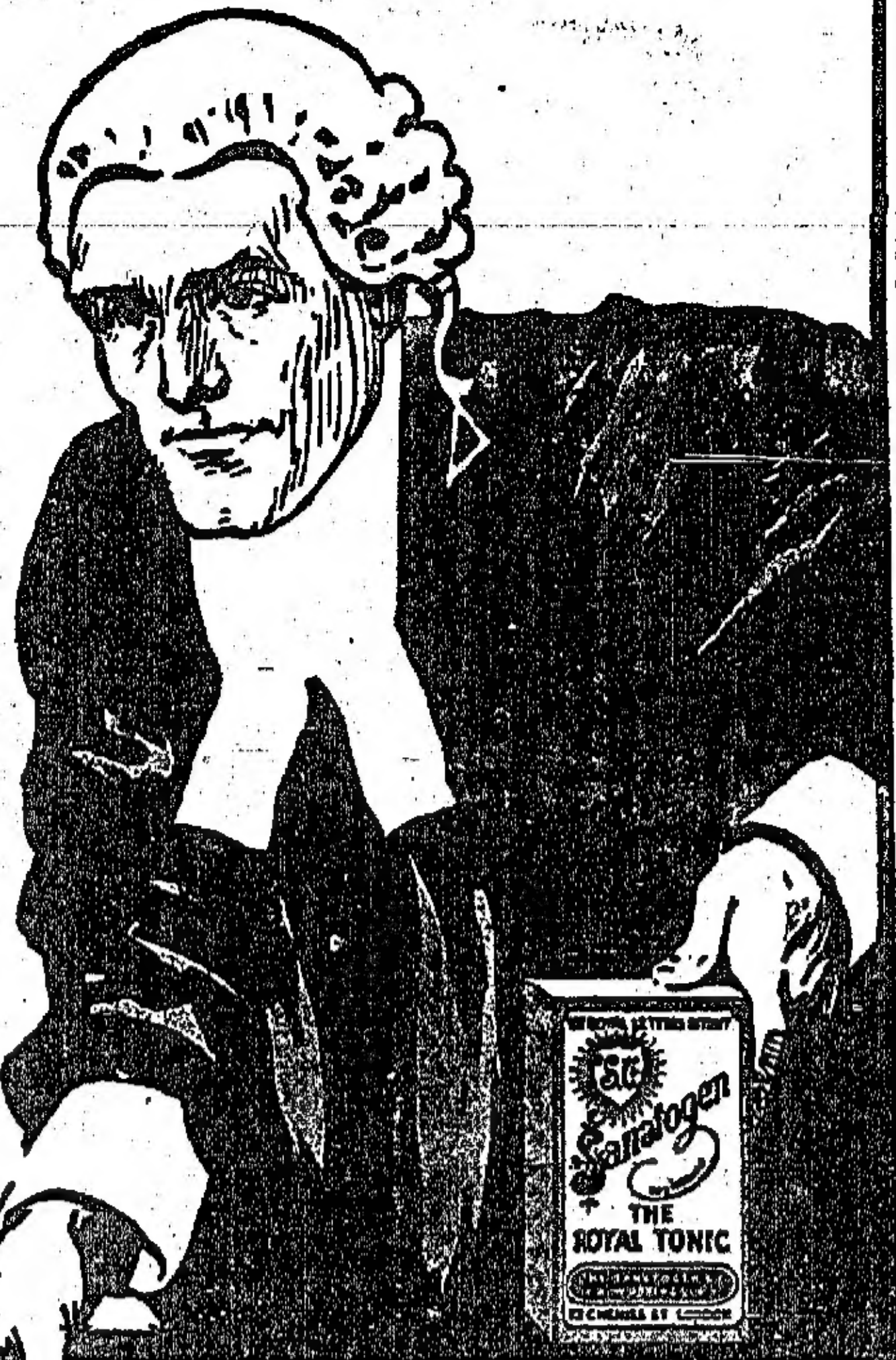
You could not ask for more intelligent and trustworthy witnesses than these well-known people who have come forward, of their own free will, to testify in public that they have taken Sanatogen—that it did really benefit their health—and that it specially benefited their nerves.

Weigh their evidence well, gentlemen! And remember that I can also produce over 16,000 original letters, signed by responsible practising physicians, who commend Sanatogen because of the excellent results which they have obtained from it in cases of nervous exhaustion, brain-fag, sleeplessness, depression, lassitude, anaemia, digestive disorders, dysentery, and various wasting diseases.

But, gentlemen, I will not ask you to base your final verdict even upon this evidence. I will ask you to give your evidence upon the evidence of your own senses—to let your own bodies tell you whether Sanatogen is a true health-giver.

In one word, gentlemen, I will ask you to Try Sanatogen Yourself!

Buy a bottle of Sanatogen to-day: it is sold by all Chemists. And write for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the well-known Medical Author. This interesting book tells you all about Sanatogen and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulff & Co., 6, Kinkiang Road, Shanghai.



DR. C. W. SALTER, the well-known Medical Author:
"Sanatogen is a specially adapted food that has solved the problem of giving phosphorus in such a way that the nervous system can take hold of it."
C. W. Salter

SIR LUCKE WHITE, M.P.:
"My experience of sanatonogen confirms the medical opinion; there is no longer that feeling of fatigue which one previously experienced, but there follows from its use a distinct restorative effect."
L. White

MR. MARSHALL HALL, the eminent K.C., M.P.:
"I think it only right to say that I have tried sanatonogen, and find it to be a most excellent food."
Marshall Hall

V. K. SINGH, Bishop of India and Vicar Apostolic of Eastern Burma:
"Sanatogen has cured me of an old-standing attack of dysentery from which I suffered for a long time, having found all other remedies against it—perhaps because I cannot stick a milk diet. Sanatogen has cured me even without using milk."
V. K. Singh

MR. SHIRLEY TREMBLE, Editor of Capital, Calcutta:
"I cannot speak too highly of Sanatogen, which not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour."
Shirley Tremble

THE REV. FATHER BERNARD VAUGHAN, M.P.:
"I have much pleasure in stating that I consider your preparation, Sanatogen, is of decided value. It performs that which it promises to do, and I have recommended it to several friends."
F. Vaughan

MR. HALL CARNE, the Dramatist:
"Whitehall Court, London.
"My experience of Sanatogen has been that as a tonic food it has on more than one occasion done me good."
Hall Carne

THE ARCHBISHOP OF BOMBAY:
"I use Sanatogen every now and then, under my doctor's advice, and always derive great benefit from it."
Archbishop of Bombay

SIR WILLIAM BELL, M.P.:
"Vancouver, British Columbia.
"I have much pleasure in stating that I consider your preparation, Sanatogen, is of decided value. It performs that which it promises to do, and I have recommended it to several friends."
William Bell

MARTIN'S
APIOL-STEEL
PILLS
French Remedy for all Febrile Affections.
Chronic of acute nature always keeps a box of Martin's in the house. It is a powerful and safe remedy for all febrile affections, whether of acute or chronic nature. It is a powerful and safe remedy for all febrile affections, whether of acute or chronic nature. It is a powerful and safe remedy for all febrile affections, whether of acute or chronic nature.

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

THE NEW FRENCH REMEDY, No. 1 & 2
THERAPION
BLOOD POISON, RHEUM, BLANDER, CHRONIC DISEASES.
BLOOD POISON, RHEUM, BLANDER, CHRONIC DISEASES.
BLOOD POISON, RHEUM, BLANDER, CHRONIC DISEASES.
BLOOD POISON, RHEUM, BLANDER, CHRONIC DISEASES.
BLOOD POISON, RHEUM, BLANDER, CHRONIC DISEASES.

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,001, Chr. Kumpel, 31st August—Bangkok 21st August, General.—Butterfield & Swire.
AWA MARU, Japanese str., 1,312, R. Shimidzu, 31st August—Seattle 26th July, Flour.—Nippon Yusen Kaisha.
CARL DIEDERICHSEN, German str., 774, E. Fahren, 30th August—Hobow 28th August, General.—Jensen & Co.
CHIRAL, British str., 1,800, P. McGarity, 30th August—Swatow 16th August, Ballast.—Butterfield & Swire.
CHIRUA, British str., 1,349, E. Fahren, 30th August—Manila 28th August, General.—Butterfield & Swire.
CHIYUEN, Chinese str., 1,177, W. Ross, 27th August—Shanghai 16th August, General.—Chinese.
CHUNSAO, British str., 1,418, G. J. Mattock, 29th August—Sourabaya 18th August, Sugar.—Jardine, Matheson & Co.
DRUFAR, Norwegian str., 1,102, J. Bing, 31st August—Bangkok 22nd August, General.—Chinese.
HAARE, German str., 788, K. Statzinger, 19th August—Newport 1st July, Coal.—Order.
HAITAN, British str., 1,183, J. S. Roach, 31st August—Poochow 28th August, General.—Douglas, Lapraik & Co.
HAKATA MARU, Japanese str., 3,570, H. Nomura, 28th August—Singapore 23rd August, General.—Nippon Yusen Kaisha.
HONGKONG, French str., 738, Marquerite, 30th August—Haiphong 26th August, General.—A. R. Marty.
HONGKONG, British str., 1,550, C. A. Robertson, 30th August—Chingwangtao 22nd August, Coal.—Jardine, Matheson & Co.
IKALA, British str., 2,821, R. Carruthers, 21st August—Mojji 15th August, Timber.—Order.
KAIJI MARU, Japanese str., 2,034, Y. Yamamoto, 23rd August—Swatow 22nd August, General.—Order.
KAMOE, Norwegian str., 949, Tulek Muns, 21st August—Bangkok 21st August, Rice.—Order.
KATHE, German str., 1,800, H. Frandsen, 25th August—Samarang 16th August, Sugar.—Order.
KIANG PING, Chinese str., 1,222, Udden, 29th August—Chinkiang 26th August, General.—Chinese.
KUMCHOW, British str., 1,450, J. A. Martin, 27th August—Saigon 23rd August, Rice.—Chinese.
KUNAGIRI MARU, Japanese str., 1,932, Kiyuda, 29th August—Mojji 23rd August, Coal.—Mitsui Bishi Kaisha.

KUTSANG, British str., 3,109, R. C. D. Bradley, 27th August—Kobe 21st August, General.—Jardine, Matheson & Co.
LIVEMOON, German str., 1,235, O. Sach, 26th August—Saigon 23rd August, Rice.—Chinese.
PONTONG, German str., 907, W. Botefahr, 31st August—Bangkok 22nd August, Rice.—Order.

SHIMOSA, British str., 4,221, H. S. Besu, 19th August—New York 27th June, General.—Dodwell & Co.
SIGMA, German str., 907, Rendixen, 28th August—Hobow 27th August, Stone.—Jensen & Co.
SIKIAN, French str., 655, J. Pannier, 28th August—Haiphong 26th August, General.—Messageries Maritimes.
SIEVIA, German str., 2,287, Fr. Kruse, 28th August—Hankow 23rd August, General.—Hamburg-Amerika Linie.
SUISANG, British str., 1,723, H. Simpson, 25th August—Mojji 18th August, Coal.—Jardine, Matheson & Co.
TACOMA MARU, Japanese str., 2,830, T. Hamada, 27th August—Manila 24th August, Flour and General.—Osaka Shosen Kaisha.
TELMACHUS, British str., 1,340, Fraser, 29th August—Saigon 25th August, General.—Order.
WAISHING, British str., 1,170, J. S. Holmwood, 26th August—Swatow 25th August, General.—Jardine, Matheson & Co.

WAHREN, American transport, 4,000 S. F. Randall, 30th August—Manila 27th August, General.—Order.

PASSENGERS.

Per *Linsang*, from Singapore, Lieut. Col. Watson and Mr. Bolton.
Per *Rubi*, from Manila, Mr. Crofts, Mr. Bana, Mr. Smith, Mr. and Mrs. Barnett and infant, Mr. Pangley, Mr. Nosa and Mr. A. Lapique.

Per *Burness of Russia*, for Hongkong, from Vancouver, Mrs. H. Hicks, Capt. J. T. Aydelotte, Mr. and Mrs. J. Van Stappen, Mr. A. J. Menzies, from Yokohama, Mrs. A. Ritchie and servant, Rev. James, Mr. E. Leable, Mr. and Mrs. H. T. Richardson, from Kobe, Mr. Gray, Mr. J. L. Harris, Dr. and Mrs. E. L. children and 2 servant; from Nagasaki, Archdeacon and Mrs. Barnett; from Shanghai, Mr. R. J. Grimshaw, Mr. V. E. L. Shenton, Mr. C. A. S. Russ, Mr. J. H. McHenry, Mr. J. Knaak, Mr. and Mrs. H. E. Arnold, Mr. and Mrs. D. M. Nissim and servant, Mr. T. S. Avery and Mr. J. D. Wright.

WEATHER REPORT.

On the 1st at 11.25 a.m.—A shallow depression covers Japan.

Pressure has decreased slightly along the south-east coast of China, over Formosa, and the Philippines.

The southern depression now covers Annam.

A typhoon is approaching the Visayas from eastward. The approximate position of the centre at 6 a.m. this morning was latitude 12 deg. S. and longitude 130 deg. E.

Light or variable winds are indicated over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.33 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District	Forecast
Hongkong & Neighbourhood	The same as Formosa Channel.
Formosa Channel	No. 1.
South coast of China between Hongkong and Luzon	The same as Hongkong and Luzon.
South coast of China between East winds, Hongkong and Hainan	moderate.
Light or variable winds; fine.	

CHINA COAST METEOROLOGICAL REGISTER.

1st September, 1913, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	7 a.m.	29.89	—	—	—	—	—
Nomaro	6 a.m.	29.81	—	—	—	—	—
Hakodate	—	29.81	—	—	—	—	—
Tokio	—	29.77	—	—	—	—	—
Koshi	—	29.80	—	—	—	—	—
Nagasaki	—	29.80	—	—	—	—	—
Kagoshima	—	29.80	—	—	—	—	—
Oshima	—	29.81	—	—	—	—	—
Naha	—	29.81	—	—	—	—	—
Ishijima	—	29.84	—	—	—	—	—
Bonin Is.	—	29.93	—	—	—	—	—
Choshi	—	29.92	67	79	SE	4	b
Wakohai	—	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	29.54	85	—	N	2	om
Shanghai	—	29.54	74	—	NE	3	ov
Gatellat	7 a.m.	29.89	81	—	N	3	ov
Sharp Peak	6 a.m.	29.83	82	79	E	2	c
Amoy	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Taihou	—	29.85	—	—	E	4	—
Taihu	—	29.84	—	—	E	2	—
Tainan	—	29.83	—	—	E	2	—
Koshin	—	29.82	—	—	E	2	—
Pescadore	—	29.79	—	—	SW	2	—
Canton	9 a.m.	29.67	81	87	NW	1	c
Hongkong	6 a.m.	29.82	78	91	—	—	—
Gap Rock	—	29.80	—	—	SE	3	o
Macao	—	29.81	80	—	NW	1	c
Wuchow	9 a.m.	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Paoliou	—	—	—	—	—	—	—
Phu Lien	6 a.m.	29.83	79	—	NE	4	o
Tourane	—	—	—	—	—	—	—
C. St. James	—	29.85	73	—	SW	4	o
Aparri	—	29.78	75	—	—	—	—
Manila	—	29.80	75	—	N	1	c
Legaspi	—	29.73	75	—	—	—	—
Bacolod	9 a.m.	29.79	81	—	SW	1	b
Iloilo	—	—	—	—	SE	2	b
Cebu	—	29.78	82	—	W	3	c
Lebuana	—	29.83	82	—	—	—	—

T. F. CLAXTON, Director.
1 BAROMETRE, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.
5 Force or Wind, according to Beaufort Scale.

6 STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, a gloomy, a hail, lightning, a overcast, passing showers, a squall, rain, a snow, a thunder, a visibility, a wind (wet) 7 Rain in inches tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 1st.

Barometer	Previous Day at 2 p.m.	at 6 a.m.	at 2 p.m.
29.81	29.82	29.80	29.80
Temperature	87	78	85
Humidity	68	91	75
Wind Direction	East	—	ESE
Force	1	0	1
Weather	o	o	o
Rain	—	0.3	—

Highest open air Temperature on 31st ... 87
Lowest open air Temperature on 31st ... 80

HONGKONG TIDE TABLE.

From 2nd to 6th September 1913

Days of Week	Days of Month	High Water		Low Water	
		H. Kong Mean Time	Height	H. Kong Mean Time	Height
Tues.	2	10 9	8 0	3 40	2 4
Wed.	3	10 40	5 8	4 47	1 3
Thurs.	4	11 13	6 1	5 22	1 8
Fri.	5	11 57	6 8	5 12	1 9
Satur.	6	12 47	6 3	5 54	2 5
Sun.	7	1 13	6 5	6 45	3 0
Mon.	8	1 52	6 5	7 35	2 4

PRINTING.

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS" PRINTING WORKS.

Turn out the Best Printing at Reasonable Price.

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Mr P. A. Bolton
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Mr H. van Breen
Mr S. M. Brown
Mr A. J. Cambridge
Mrs Carter
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Master D'Almada
Castro
Master D'Almada
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Coleman
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Mr J. J. Connell
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Mrs J. Dwyer
Mr & Mrs Dorteano
and 2 children
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Douglas
Mr W. A. Dowley
Mr T. J. van Dussel
dorp
Madam van Dusseldorp
Miss H. van Dussel
dorp
Mr & Mrs H. C.
Ehrenfels
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Hongkong 26th August 1913

MESSAGERIES MARITIMES. HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL.
MARSEILLES VIA PORTS ... (AUSTRALIAN ...) On 9th Sept., at 1 P.M.
TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Marseilles.
For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 On 13th Sept.
KOBE and MOJI "JAPAN" ... 9,000 ... About 2nd Oct.
For Freight and Further Particulars, apply to
Telephone No. 171.
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 27th Sept. Connecting with "KATANGA" 12th Oct.
From Colombo: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording
the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA" 5,205 tons, Captain J. R. O. Sullivan, will be despatched
for SHANGHAI, KOBE and MOJI on 15th September.
S.S. "ARABATON APCAR" 4,450 tons, Capt. W. Walker, will be despatched
to KOBE & MOJI (Yokohama if sufficient inducement offers) on 19th September.

WESTWARD.

S.S. "GREGORY APCAR" 4,630 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 14th September.
S.S. "DILWARA" 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched
as above on 21st September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SARSOON & CO., LTD.,
HONGKONG, 28th August, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

DESTINATION	COMFORT.	FROM HONGKONG, calling at
MONGOLIA		SHANGHAI, NAGASAKI
27,000 tons, twin screws.		KOBE (via Island Sea)
MANCHURIA		YOKOHAMA and HONO-
27,000 tons, twin screws.		LULU (the Paradise of the
KOREA		Pacific) through Service via
19,000 tons, twin screws.		NEW YORK to Europe.
SIBERIA		
18,000 tons, twin screws.		
NILE		
Also CHINA 11,000 tons.		
PERIA 10,200 tons.		
PERIA 9,000 tons.		

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS,
WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE
KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V.
MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is
£71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu
the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are
provided for £65 to London (return ticket £100) and to San Francisco £36. SPECIAL
RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
PERSIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 A.M.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.
PERSIA	9,000	TUESDAY, 25th Nov., at Noon

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Arrive Hongkong.
13th Sept. ... PERSIA	15th Sept.	2nd Sept. ... PERSIA	4th Sept.	
14th Oct. ... CHINA	16th Oct.	10th Sept. ... KOREA	12th Sept.	
26th Oct. ... NILE	30th Oct.	24th Sept. ... SIBERIA	26th Sept.	
25th Nov. ... PERSIA	27th Nov.	2nd Oct. ... CHINA	4th Oct.	
30th Dec. ... CHINA	1st Jan.	9th Oct. ... MANCHURIA	11th Oct.	

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 2 SEPT., 1913.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.
10 p.m. KINSHAN. | 5 p.m. FATSHAN.

WEDNESDAY, 3 SEPT., 1913.

8 a.m. HONAM. | 8 a.m. HEUNGSHAN.
10 p.m. FATSHAN. | 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 778, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAL, Tons 1,651. | S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7 SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI-NAM, 588 tons, and S.S. YANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knot Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment
of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in
every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam
Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City
and Denver without change. Through Standard Sleepers. Through Tourists' Sleepers.
Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New
Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

571 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "AFRICA" 3,840 tons, will leave above on 15th Sept., at 4 P.M.
Superior accommodation for 1st, 2nd and 3rd Class passengers, no extras, no tips, no inside Cabins. Doctor
Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), 250 1st, 236 2nd, 219 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "VORWAERTS" 12,900 tons, will leave above about 4th Sept.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers—No Extras—No Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lansanne, Paris, Calais or Boulogne, Class I £28.15, II £28.15.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Basle, Leon, Calais or Boulogne, Class I £28.15, II £28.15.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £28.15, II £28.15.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £28.15, II £28.15.
TO SHANGHAI
S.S. "KOEBER" 9,900 tons, will leave above on 1st October, at 6 A.M.
FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "CHINA" 11,800 tons, will leave above about 27th September.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

RANDER WIELER & Co., Agents.

Hongkong, 2nd September 1913

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi)	(London)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	N 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

On and after the present date the Fares to London and Marseilles will be as follows:—

LONDON						
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59.	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£56.
	"B"	"	"	£40.	"	£50.
MARSEILLES						
1st Saloon	"A"	Accommodation	Single	£51.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"	"	£42.	"	£53.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE—

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MAARSEILLES	LONDON	ABOUT
NANKIN	September 3	October 9	Oct. 19
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 3	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES, LONDON and	KITANO MARU	16,000	WEDNESDAY, 10th
ANTWERP, VIA SINGA.	Capt. F. E. Cope,		Sept., at D'light.
PORE, PENANG, COLOMBO,	IYO MARU	12,500	WEDNESDAY, 24th
SUEZ and PORT SAID ...	Capt. Hirase,		Sept., at Daylight.
VICTORIA, B.C. and	AWA MARU	12,500	TUESDAY, 9th
SEATTLE VIA KEELUNG,	Capt. R. Shimizu,		Sept., at 4 P.M.
SHANGHAI, MOJI, KOBE,	SADO MARU	12,500	TUESDAY, 23rd
YOKOHAMA, SHIMIZU	Capt. Asakawa,		Sept., at 4 P.M.
and YOKOHAMA ...	KUMANO MARU	9,200	WEDNESDAY, 24th
SYDNEY and MELBOURNE	Capt. M. Winkler,		Sept., at Noon.
VIA MANILA, THURSDAY	INABA MARU	12,500	WEDNESDAY, 22nd
ISLAND, TOWNSVILLE	Capt. Tomizawa,		Oct., at Noon.
and BRISBANE ...	COLOMBO MARU	6,300	SATURDAY, 6th
CALCUTTA VIA SINGAPORE	Capt. Kawashima,		September.
PENANG & RANGOON ...	BOMBAY MARU	6,000	SATURDAY, 6th
BOMBAY VIA SINGAPORE,	Capt. Tozawa,		September.
and COLOMBO ...	TANGO MARU	13,500	THURSDAY 11th
KOBE and YOKOHAMA ...	Capt. Yoshikawa,		Sept., at 11 A.M.
SHANGHAI, NAGASAKI,	TOSA MARU	12,000	MONDAY, 15th
KOBE and YOKOHAMA ...	Capt. Sato,		September.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU	12,500	WEDNESDAY, 24th
	Capt. Tomizawa,		Sept., at 11 A.M.
SHANGHAI, MOJI and KOBE	RANGOON MARU	12,000	SUNDAY, 7th
	Capt. Kamoshita,		September

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
	Return	Return	Return	Return
1st Class ...	\$135	\$122	\$108	\$95
2nd ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	NANKIN Capt. Owen Jones, R.N.R.	10 A.M. 3rd Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE/NILE AND YOKOHAMA	ASSAYE Capt. H. Powell	About 4th Sept.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. Caldwell	About 11th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon 13th Sept.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 2nd September, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
TSINGTAU, NEWCHANG & CHINWANGTOW	"CHANG"	On 2nd Sept, Noon.
SWATOW, WEIHAUW, CHEFOO	"HUICHOW"	On 2nd Sept, Noon.
MANILA, CEBU, ILOILO	"CHINHUA"	On 2nd Sept, 4 P.M.
SHANGHAI	"ANHUI"	On 4th Sept, 4 P.M.
NINGPO and SHANGHAI	"NINGPO"	On 6th Sept, 11 A.M.
SHANGHAI	"CHENAO"	On 6th Sept, 11 A.M.
SHANGHAI	"LUCHOW"	On 11th Sept, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports, leaving Canton for Hongkong direct every Saturday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports, leaving Hongkong for Canton direct every Saturday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45. RETURN \$75.

For Freight or Passage apply to—

HONGKONG, 2nd September, 1913. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Booth	TUESDAY, 2nd Sept., at 11 A.M.
"HAIYING"	Capt. W. C. Passmore	FRIDAY, 5th Sept., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 9th Sept., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 3rd Sept., at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 3rd Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier). During the Month of August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 2nd September, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	30th August	On 19th Sept, 11 A.M.
EASTERN	20th September	On 31st Oct, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.

AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,

to MARSEILLES, HAVRE, BREMEN AND HAMBURG and to NEW YORK

and from MANILA, HONGKONG AND JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMERWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. LIBERTIA	S.S. O. J. D. ARLERS
S.S. ALBENGA	For HAVRE & HAMBURG
S.S. SUEDEMARK	For HAVRE & HAMBURG
S.S. ARABIA	For HAVRE & HAMBURG
S.S. SEGOVIA	For HAVRE & HAMBURG
S.S. ALTMARK	For HAVRE & HAMBURG

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st September, 1913.



TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLEO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

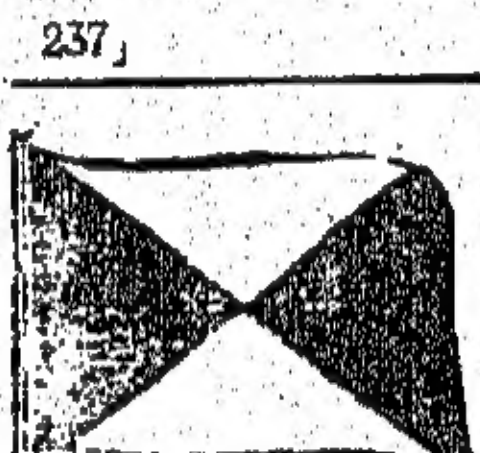
SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Macgregor, Cebu and Iloilo	On 4th Sept, 4 P.M.
ZAFIRO	4000	E. S. McMurray	Manila, Macgregor, Cebu and Iloilo	On 13th Sept, 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 27th August 1913. PHILIPPINES S.S. Co.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

For VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kameo	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	THURSDAY, 30th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given to Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	A. Yamamoto	FRIDAY, 5th Sept., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 27th Oct., 4 P.M.

For MOJI, KOBE AND YOKKAICHI.

"INDO MARU" K. Komiya SATURDAY, 20th Sept., P.M.

"LUZON MARU" H. Yamamoto THURSDAY, 30th Oct., P.M.

"SAIGON MARU" T. Yamaguchi

CHINA AND FORMOSA LINE.

For FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIYO MARU"	Y. Yamamoto	TUESDAY, 2nd Sept., at 2 P.M.
"DAIGO MARU"	T. Takahashi	SUNDAY, 7th Sept., at Noon.
"SHOSHU MARU"	T. Fuchigami	THURSDAY, 4th Sept., at 10 A.M.

For TAMSUI VIA SWATOW AND AMOY.

"DAIGO MARU" T. Takahashi SUNDAY, 7th Sept., at Noon.

"SHOSHU MARU" T. Fuchigami THURSDAY, 4th Sept., at 10 A.M.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

"SHOSHU MARU" T. Fuchigami THURSDAY, 4th Sept., at 10 A.M.

For QANTON.

"SHOSHU MARU" T. Fuchigami THURSDAY, 4th Sept., at 10 A.M.

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For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,

Second Floor, No. 1, Queen's Building.

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FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN...	"BUELOW"	Capt. C. NARRATH, 16,900	Wed. day, 3rd Sept., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"PRINZ LUDWIG"	Capt. F. v. BINDER, 18,300	About Wed. day, 3rd Sept.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Capt. H. BREMER, 6,000	Saturday, 6th Sept., at 9 A.M.
KOBE	"COBLENZ"	Capt. L. KLUGKIST, 6,750	About Tuesday, 16th Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th August 1913.

4

AVERAGE MARKET PRICES.

August 30th, 1913.

The Prices are given in Dollar Cents.

BUREN MEAN

Moong P. Yab—Beef, whole lb. 18

Moong P. Yab—Beef, cut lb. 18

Moong P. Yab—Beef, soup lb. 15

Moong P. Yab—Beef, steak lb. 20

Moong P. Yab—Beef, chops lb. 20

Moong P. Yab—Beef, ribs lb. 20

Moong P. Yab—Beef, tenderloin lb. 20

Moong P. Yab—Beef, brisket lb. 20

Moong P. Yab—Beef, head lb. 20

Moong P. Yab—Beef, feet lb. 20

Moong P. Yab—Beef, kidneys lb. 20

Moong P. Yab—Beef, tails lb. 20

Moong P. Yab—Beef, liver lb. 20

Moong P. Yab—Beef, lungs lb. 20

Moong P. Yab—Beef, stomach lb. 20

Moong P. Yab—Beef, intestines lb. 20

Moong P. Yab—Beef, heart lb. 20

Moong P. Yab—Beef, pancreas lb. 20

Moong P. Yab—Beef, spleen lb. 20

Moong P. Yab—Beef, bladder lb. 20

Moong P. Yab—Beef, testicles lb. 20

Moong P. Yab—Beef, penis lb. 20

Moong P. Yab—Beef, scrotum lb. 20

Moong P. Yab—Beef, ureters lb. 20

Moong P. Yab—Beef, vas deferens lb. 20

Moong P. Yab—Beef, epididymis lb. 20

Moong P. Yab—Beef, spermatic cord lb. 20

Moong P. Yab—Beef, ductus deferens lb. 20

Moong P. Yab—Beef, urethra lb. 20

Moong P. Yab—Beef, bladder lb. 20

Moong P. Yab—Beef, rectum lb. 20

Moong P. Yab—Beef, sigmoid colon lb. 20

Moong P. Yab—Beef, descending colon lb. 20

Moong P. Yab—Beef, ascending colon lb. 20

Moong P. Yab—Beef, cecum lb. 20

Moong P. Yab—Beef, appendix lb. 20

Moong P. Yab—Beef, stomach lb. 20

Moong P. Yab—Beef, duodenum lb. 20

Moong P. Yab—Beef, jejunum lb. 20

Moong P. Yab—Beef, ileum lb. 20

Moong P. Yab—Beef, cecum lb. 20

Moong P. Yab—Beef, appendix lb. 20

Moong P. Yab—Beef, sigmoid colon lb. 20

Moong P. Yab—Beef, descending colon lb. 20

Moong P. Yab—Beef, ascending colon lb. 20

Moong P. Yab—Beef, cecum lb. 20

Moong P. Yab—Beef, appendix lb. 20

Moong P. Yab—Beef, stomach lb. 20

Moong P. Yab—Beef, duodenum lb. 20

Moong P. Yab—Beef, jejunum lb. 20

Moong P. Yab—Beef, ileum lb. 20

Moong P. Yab—Beef, cecum lb. 20

Moong P. Yab—Beef, appendix lb. 20

Moong P. Yab—Beef, sigmoid colon lb. 20

Moong P. Yab—Beef, descending colon lb. 20

Moong P. Yab—Beef, ascending colon lb. 20

Moong P. Yab—Beef, cecum lb. 20

Moong P. Yab—Beef, appendix lb. 20

Moong P. Yab—Beef, stomach lb. 20

Moong P. Yab—Beef, duodenum lb. 20

Moong P. Yab—Beef, jejunum lb. 20

Moong P. Yab—Beef, ileum lb. 20

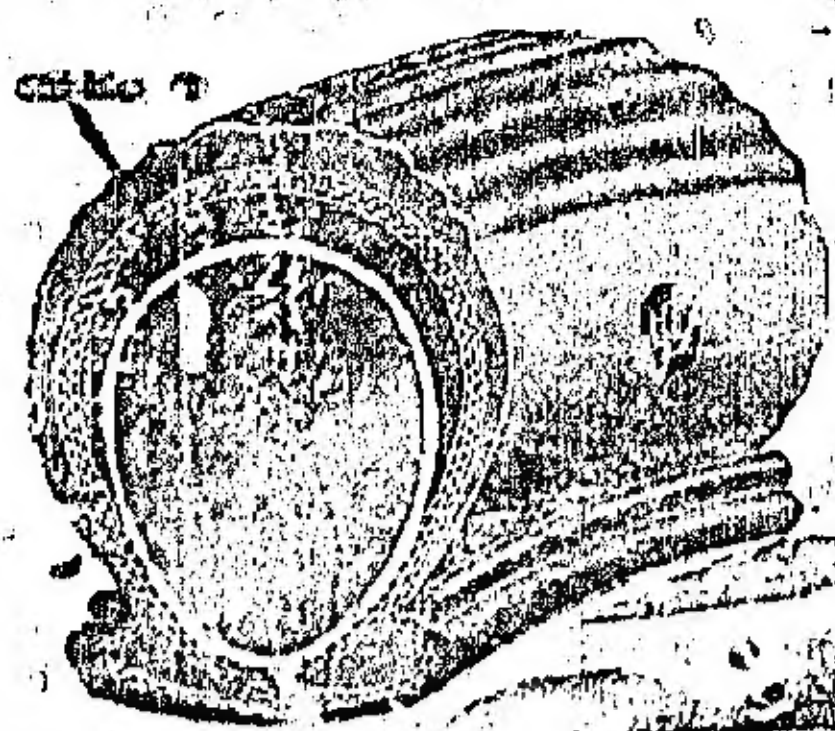
Moong P. Yab—Beef, cecum lb. 20

Moong P. Yab—Beef, appendix lb. 20

Moong P. Yab—Beef, sigmoid colon lb. 20

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Hongkong, 1st September, 1913.

[44-35]



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Hongkong, 1st September, 1913.

[44-13]

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Hongkong, 1st September, 1913.

[44-55]

NOTICE POST OFFICE.

The *Batavia*, with the London Mails (via Siberia) of Friday, the 15th ult., is due to arrive here tomorrow, at 4 p.m.

The *Prinz Ludwig*, with the German Mail, left Singapore on Saturday, the 30th ult., and is due to arrive here tomorrow, at 9 a.m.

The United States Mails ex *Korea* have been transferred to the s.s. *Australian*, due here on Monday, the 8th inst.

FOR	PER	DATE
Haiphong, Peking and Saigon	St. Kiang	Tuesday, 2nd, 9.00 A.M.
Swatow, Amoy and Foochow	Fouang	Tuesday, 2nd, 9.00 A.M.
Fort Bayard	Hailan	Tuesday, 2nd, 10.00 A.M.
Tsingtau	Chongta	Tuesday, 2nd, 10.00 A.M.
Swatow, Weishaiwei, Chefoo and Tientsin	Iehang	Tuesday, 2nd, 11.00 A.M.
Swatow, Weishaiwei, Chefoo and Tientsin	Huichow	Tuesday, 2nd, 11.00 A.M.
Swatow, Amoy and Foochow	Chipsing	Tuesday, 2nd, 11.00 A.M.
Straits and India via Calcutta	Kaio Maru	Tuesday, 2nd, 1.00 P.M.
Cebu	Suisang	Tuesday, 2nd, 1.15 P.M.
Philippine Islands	Sui Tai	Tuesday, 2nd, 2.00 P.M.
	Kanaka	Tuesday, 2nd, 3.00 P.M.
	Chinkua	Tuesday, 2nd, 3.00 P.M.
Straits and Ceylon	Nankin	Wednesday, 3rd, 8.00 A.M.
Hongkong	Wingsang	Wednesday, 3rd, 9.00 A.M.

Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples

Swatow	Hainan	Wednesday, 3rd, 10.00 A.M.
Straits	Peter Hong	Wednesday, 3rd, 11.00 A.M.
Macao	Sui Tai	Wednesday, 3rd, 1.15 P.M.
Shanghai, North China, and Japan via Nagasaki	Prinz Ludwig	Wednesday, 3rd, 5.00 P.M.

(EUROPE VIA SIBERIA)

Japan via Yokohama	Laisang	Thursday, 4th, 5.00 P.M.
Swatow, Amoy and Foochow	Soshu Maru	Thursday, 4th, 9.00 A.M.
Holloway, Haiphong, Peking and Saigon	Hongkong	Thursday, 4th, 10.00 A.M.
Swatow, Shanghai and North China	Choyang	Thursday, 4th, 11.00 A.M.
Formosa via Keelung, Japan via Moji, Victoria B.C. and Tacoma	Tacoma Maru	Thursday, 4th, Noon

Macao	Sui Tai	Thursday, 4th, 3.00 P.M.
Philippine Islands	Adulu	Thursday, 4th, 3.00 P.M.
Shanghai and North China	Huichow	Friday, 5th, 10.00 A.M.
Swatow, Amoy and Foochow	Kaio Maru	Friday, 5th, 1.00 P.M.
Straits and India via Calcutta	Sui Tai	Friday, 5th, 1.15 P.M.
Macao	Ningpo	Friday, 5th, 5.00 P.M.

Ningpo, Shanghai, and North China	Prinz Waldemar	Saturday, 6th, 8.00 A.M.
Philippine Islands, Angkor, Yap, French Indochina, Rabaul, Herbertshoek, Matsuy, Tasmania, New Zealand, S. and W. Australia via Brisbane	Yuenang	Saturday, 6th, 1.00 P.M.
Philippine Islands	Sui Tai	Saturday, 6th, 1.15 P.M.
Macao	Choyang	Saturday, 6th, 5.00 P.M.
Shanghai and North China	Hongkong	Saturday, 6th, 5.00 P.M.
Swatow, Amoy and Foochow	Haikyung	Tuesday, 9th, 10.00 A.M.

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, Egypt and Europe via Marseilles (Late Letters 11 to Noon Extra postage 10 cents)

(Letters posted in all the Pillar Boxes in 60 for the first clearance will be included in this contract mail)

Shanghai, North China, Japan via Nagasaki, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Empress of Russia	Saturday, 6th, 10.00 A.M.
Shanghai and North China	Luchow	Saturday, 6th, 1.00 P.M.
Philippine Islands	Zafiro	Saturday, 6th, 1.15 P.M.

Philippine Islands, Japan via Nagasaki, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	Persia	Saturday, 6th, 1.00 P.M.
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Express and EURO-E via MARSEILLES	Registration with
(Late Letters 11 to Noon Extra	fee of 10 cents
postage 10 cents)	11.00 A.M.
(Letters posted in all the Pillar Boxes	Registration Kowloon
will be sent direct to Hong Kong)	10.15 A.M.
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